



# GREEN LINE EXTENSION PROJECT



**massDOT**  
Massachusetts Department of Transportation

1



GLX Community Working Group  
Monthly Meeting  
September 3, 2019

# Agenda

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## Welcome & Outreach Update

- Terry McCarthy, GLX – MBTA

## Construction Update

- Terry McCarthy, GLX – MBTA

## MBTA Better Bus Project

- Melissa Dullea



# GLX Outreach Update

- Continued Web-site Update – Approximately Every Two Weeks
- MassDOT GovDelivery Email Blast (Close to 8,000 Subscribers) Campaign Subscribership Growing
- Public Meeting on Project Progress – November 2019

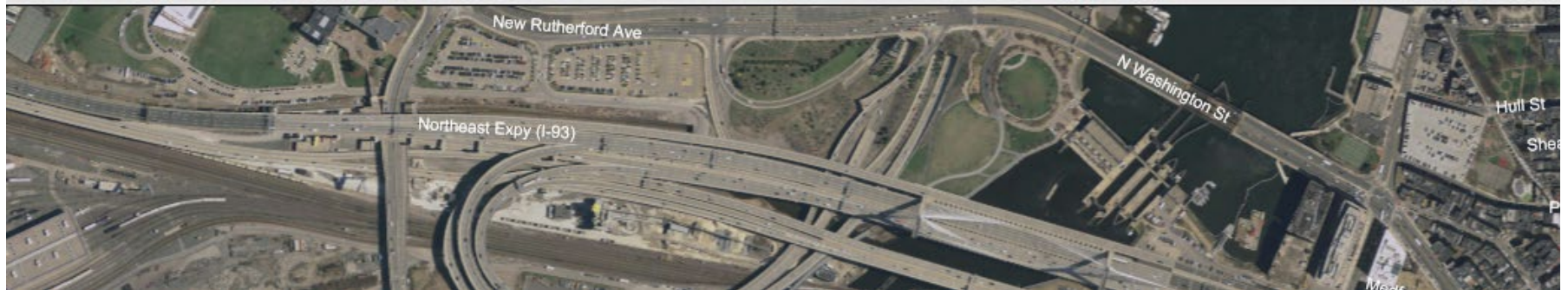
## Recent Meetings

- Museum of Science
- EF
- DCR
- DCAMM
- BTB





# GLX-Commuter & Regional Traffic



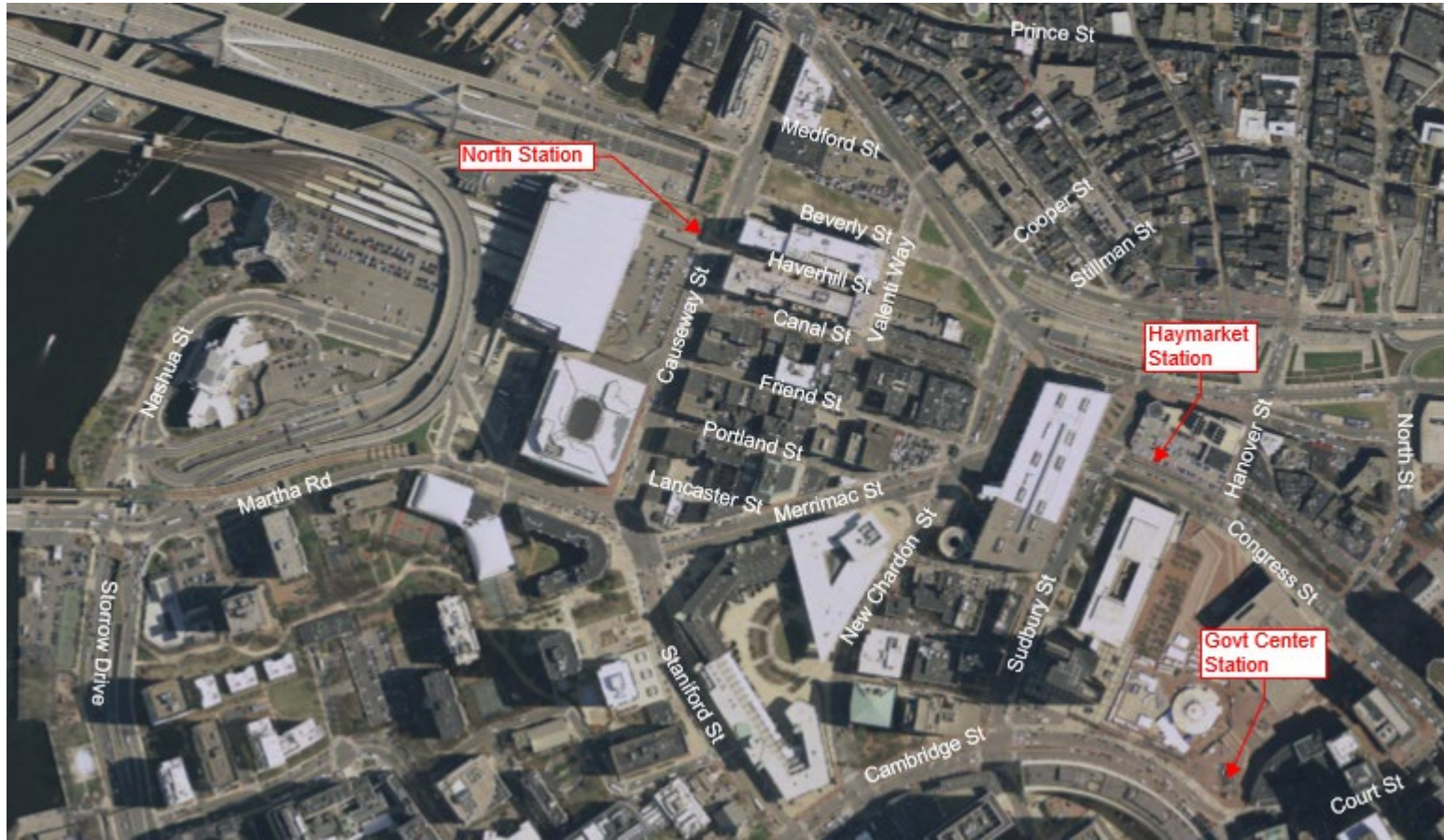


# Outreach



# Outreach

## TOD /City of Boston / MBTA





# Outreach

## Richdale Outreach – Noise Wall Construction (August)

- *Went door-to-door to homes along Richdale speaking to property owners about noise wall work along their fence line.*
- *Discussed construction impacts including the removal of their fences, installation of construction fence, moving property and protecting property while drilling nearby.*



# Outreach

## Cross St., Auburn Ave., Avon Place Outreach – Retaining Wall Construction (August)

- *Went door-to-door to 8 homes speaking to property owners about retaining wall work in front of the existing green wall in the area.*
- *Discussed construction impacts including the removal of fences, possible shrub damage and relocation of at least one shed.*





# Outreach

## Gilman St. Outreach – Steel Sheeting Removal (Aug. 16)

- *Went door to door affected property owners speaking to them about additional work to remove steel sheeting in right-of-way and temporary impacts on their property.*



# Outreach

## Night Work at Washington Street (starting Aug. 24)

- *Sent out email blast to 7,100 plus stakeholders in database*
- *Went door to door to 50 homes in vicinity of overpass*





# Outreach

## GLX Hotline and Response to Comments/Requests

- 806 Inquiries thru Hotline, e-mail or direct contact with outreach staff (as of Aug. 29)



# Outreach

## Tentative – Construction Timeline





# Outreach

## Tentative – Stations Construction Timeline

Stations Construction	2019				2020				2021			
	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL
Lechmere												
Union Square												
E. Somerville												
Gilman Square												
Magoun Square												
Ball Square												
College Avenue												

Subject to Change

Subject to Change





## GLX-C Construction Update





# Construction Update



## Key Construction Activities through end of 2019

- Relocate Commuter Rail Track to its final position on eastern side of alignment (late December)
  - 2 phases: North of College Ave. (Oct. 2019)/Washington St. to Broadway (Dec. 2019)
- Prior to track relocation we must:
  - Complete drainage work including north of Broadway Bridge at Granville (Dec. 2019)
  - Complete noise wall and retaining wall panel placement (Dec. 2019 or nights following track shift)
- Vehicle Maintenance Facility
  - Steel framing underway
- Lechmere area/Boston Engine Terminal
  - Steel in place throughout & deck placement underway
  - Work started on Lechmere station



# Construction Update

## Broadway Bridge

- A lot of work happening in a small footprint including: drainage, wall construction and bridge construction
- Frequent weekend and night work will coincide with track shutdowns



# Construction Update

## Washington St. Bridge

- First steel placement on Aug. 24
- Night work currently underway as crews install steel deck
- Will continue construction through winter and NOT reopen in November 2019. Change allows us to complete work and reopen road by April 2020.
- Outreach campaign to start in late September





# Construction Update

## Medford St. Bridge

- Work start on west abutment pushed back from August. Now set to start mid to late September.
- Tremendous amount of work underway between Medford St & School St.



# Construction Update

## School St. Bridge Closure

- School St. Bridge to close in early spring 2020
- This will likely overlap several months with Medford St. Bridge closure
- Working to minimize impact on pedestrian traffic
- Outreach campaign will begin 2 months prior to closure

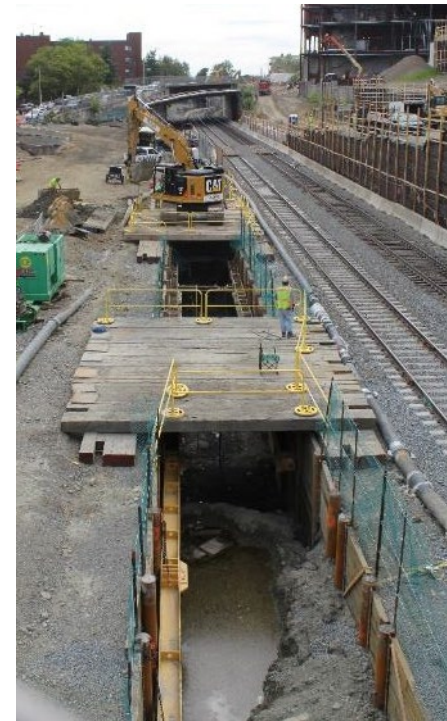




# Construction Update

## School St. to Rogers Foam – Drainage

- Placing 60" reinforced concrete pipe between School St. and Central St.
- Micropiles used to create re-enforced duct bank below future commuter track alignment
- Crews working at night to install lagging





# Construction Update

## Preparing for Track Shift

- Railroad tie delivery continues. 20,000 ties to support track shift.



# Construction Update

## Vehicle Maintenance Facility

- 276 piles planned for VMF foundation. Pile driving and saw cutting continues.
- Building out sub-grade for foundation
- Retaining wall work started





# Construction Update

## Work near Union Square Station

- Wall behind Target - MSE wall (UN-2) construction underway
- Work makes room for expanded track bed





# Construction Update

## Lechmere Area

- Both drilling crews working between BET area and Water St.
- Crews actively pouring concrete columns and pier caps for viaduct



# Construction Update

## Boston Engine Terminal (BET) Area

- *Viaduct work continues with frequent night and weekend work*
- *First steel placement on August 17*
- *Arial structures will quickly start to take shape*



# Construction Update

## Brickbottom Area

- Work along this part of the Fitchburg line includes viaduct construction, utility relocations and wall construction (N-3A/N-3B)



July 2019



August 2019



# Construction Update

## Noise & Retaining Walls

### Between McGrath Hwy – Walnut St.

- Noise Wall (N-6) awaiting panel installation later this year
- Remaining steel sheeting in process of being removed



# Construction Update

## Noise & Retaining Walls

### Between Schools St. – Sycamore

- Noise Wall (N-7A & B) work continues
- Built up embankment to support drill rig for wall foundations
- Coordinating this work and 60" storm drain placement closer to School St.





# Project Status

## Noise & Retaining Walls

### Between Lowell – Cedar St.

- Drainage installation and post installation for Noise Wall (N-10, ME-2, ME-2A & N-11) continues
- Noise wall H-piles to be attached to retaining wall piles
- Current activity focused behind Department of Public Works building





# Construction Update

## Noise & Retaining Walls – Drainage Between Cedar St. - Broadway

- ME-2.1/ Noise Wall N-12 – posts in place
- Removing earthen ramp
- Major drainage work underway near Wilson St.



# Construction Update

## Noise & Retaining Walls - Drainage Between Broadway – Harvard St.

- ME-2.4/Noise Wall N-14A & N-14B wall work giving way to manhole installations near Newbern and Granville Ave.





# Construction Update

## Noise & Retaining Walls

### Between College Ave. – Winthrop St.

- Wall work on east side of alignment ready for next steps
- Starting to build up earthen ramp on west side of alignment for upcoming retaining wall construction.






# Outreach

## Community Connection Team – Medford Family Network School Supply Drive

- More than \$1,000 worth of school supplies provided to Medford Elementary School Students





# Better **Bus** Project

Making transit  
better together



# About the MBTA Bus Service Network

- More than a third of all MBTA trips are taken on buses.
- The MBTA's bus network consists of 180 routes.
- Over 400,000 trips are taken on MBTA buses every single weekday.
- Serving 50 communities, the bus network provides critical connections where our rail system does not go.



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## Better Bus Project Components

Near-Term Changes

Multi-year  
Investment Strategy

Bus Network  
Redesign

## Proposed Near-term Changes: Principles for Change

<p><b>Keep Proposals Cost Neutral</b></p> <p>Consider route changes that improve bus service, without requiring additional resources to implement the proposal.</p>	
<p><b>Combine Similar Services</b></p> <p>Combine routes that serve the same areas in slightly different ways to create a more reliable and frequent service that's easier for our customers to use.</p>	
<p><b>Minimize Route Variations</b></p> <p>Reduce route variations that create customer confusion, serve few people, and do not impact vulnerable populations who do not have other alternatives. This creates faster and more reliable service for customers that's easier to understand.</p>	
<p><b>Shorten Unproductive Sections</b></p> <p>Many routes are very long with sections that have little to no <u>ridership</u>, or have other service options. By shortening routes, we provide customers on the remaining service with increased frequency and reliability.</p>	
<p><b>Straighten Routes</b></p> <p>The less a bus needs to turn or deviate from a straight path, the faster it will travel. This makes bus routes easier to understand while also provide faster and more reliable service for our customers.</p>	

**September 1**  
29 routes will change

**December 22**  
19 or more will change

Detailed information on each change available online:  
***[mbta.com/betterbus-sept1](http://mbta.com/betterbus-sept1)***

## SEPTEMBER 1 CHANGES

CT1

4

5

16

34E

44

59

89

90

92

95

106

111

120

134

411

424

428

435

441

442

448

449

455

459

501

502

503

504



# How we are telling the public

- ~800 Bus stop sign updates
- 700+ Redesigned service notices at bus stops
- 500 Bus advertisements
- Digital ads at targeted rail and bus stations
- On-bus announcements
- Block-by-Block prepared with BBP info
- Call Center prepared with BBP info
- Online maps with stop-by-stop changes
- Updated paper schedules and maps
- Email lists (Corporate customers, BBP email list, state and local elected officials and staff)
- T-Alerts (multiple times)
- Upcoming press release
- Targeted newspaper ads

## TOGETHER, WE'RE MAKING BUSES BETTER.

On September 1, 2019 the routes listed to the right will be changing. To find details on these changes, call 617-222-3200 or visit [mbta.com/betterbus](http://mbta.com/betterbus).

By listening to thousands of bus riders like you, we're now making changes and improvements to many bus routes as part of the Better Bus Project.

SEPTEMBER 1 CHANGES					
CT1	4	5	16	34E	44
59	89	90	92	95	106
111	120	134	411	424	428
435	441	442	448	449	455
459	501	502	503	504	

Habrá cambios al servicio de autobuses el 1º de septiembre. Para más información visite el sitio web o llame al número que se muestra arriba.

巴士服務將於9月1日開始變更。有關更多消息，請參閱網站或致電號碼上圖列出的電話號碼。

巴士服務將於9月1日開始變更。有關更多消息，請參閱網站或致電號碼上圖列出的電話號碼。

Service will be changed on Sept. 1st. Please see the website or call the number shown above for more information.

Le service d'autobus change le 1er septembre. Pour obtenir plus d'informations, rendez-vous sur le site Web ou téléphonez au numéro indiqué ci-dessus.

O serviço de ônibus será alterado em 1 de setembro. Para mais informações, visite o site ou ligue para o número acima.

Dịch vụ xe buýt thay đổi vào ngày 1 tháng Chín. Để biết thêm thông tin, xin vào mạng lưới hoặc gọi số điện thoại ghi ở đây bên trên.

## Bus Ad Sample

441
442
448
449

### Service Changes

Effective September 1, 2019

**448 and 449 service will be replaced by additional service on Routes 441 and 442**

**WHAT THIS MEANS FOR YOU**

Routes 448 and 449 are being eliminated. The 441 and 442 stop at most 448 and 449 stops, and provide service Wonderland for connections to Boston (service to Seaport available via SL3 at Airport). Both routes charge a Local Bus fare (monthly LinkPass valid for fare).

**KEY CHANGES**

Service to and from	Inbound (toward Boston)	Outbound (to Marblehead)
Point of Pines @ Lynway	Some 441/442 buses will provide AM peak service at this stop. Visit <a href="http://mbta.com">mbta.com</a> for a full schedule.	Some 441/442 buses will stop here during PM peak service. Visit <a href="http://mbta.com">mbta.com</a> for full schedule.
Swampscott, from New Ocean St to Salem St @ Humphrey St	Take the 441 or 442 inbound. Outbound service will no longer make a loop.	Take the 441 or 442.

See more details about this change at [mbta.com/betterbus-440s](http://mbta.com/betterbus-440s). If you have questions or need translation assistance, call 617-222-3200.

**Autobús cambio de servicio.** Habrá cambios al servicio de autobuses el 1º de septiembre. Para más información visite el sitio web o llame al número que se muestra arriba.

**Alteração do serviço ônibus.** O serviço de ônibus será alterado em 1 de setembro. Para mais informações, visite o site ou ligue para o número acima.

**Bus service change.** Service will be changed on Sept. 1st. Please see the website or call the number shown above for more information.

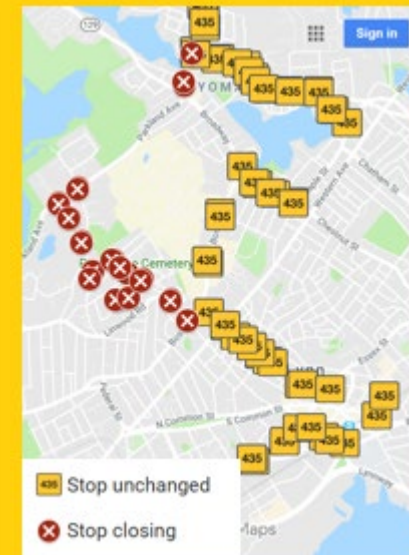
**Autobus changement du service.** Le service d'autobus change le 1er septembre. Pour obtenir plus d'informations, rendez-vous sur le site Web ou téléphonez au numéro indiqué ci-dessus.

**巴士服務變更。**巴士服務將於9月1日開始變更。有關更多消息，請參閱網站或致電號碼上圖列出的電話號碼。

**車改服務變更。**車改服務將於9月1日開始變更。有關更多消息，請參閱網站或致電號碼上圖列出的電話號碼。

**Sebuting thay đổi dịch vụ.** Dịch vụ xe buýt thay đổi vào ngày 1 tháng Chín. Để biết thêm thông tin, xin vào mạng lưới hoặc gọi số điện thoại ghi ở đây bên trên.

## New Service Notice



## Online Stops Map

# Route 89

## How This Route is Changing

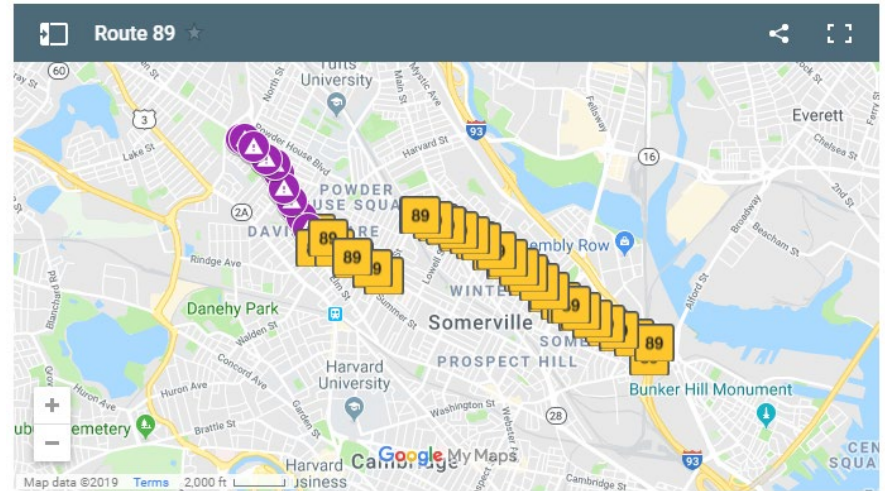
- [Route 89](#) will only stop between Clarendon Hill and Davis on weekdays before 9 AM, and from 1 PM – 7 PM.

## What You Can Expect

- If you take the 89 between Clarendon Hill and Davis:
- On weekdays, from 9 AM – 1 PM and after 7 PM, or on weekends, take Route [87](#) or [88](#) from your current stop to Davis, where you can transfer to the [89](#) for service to Sullivan Square
- On weekdays before 9 AM and from 1 PM – 7 PM, the regular schedule has been adjusted to meet demand

## Why We're Making This Change

- By shortening the route at certain times, we can provide more frequent bus service between Davis, Broadway/Winter Hill, and Sullivan Square.



# Route 90

## How This Route is Changing

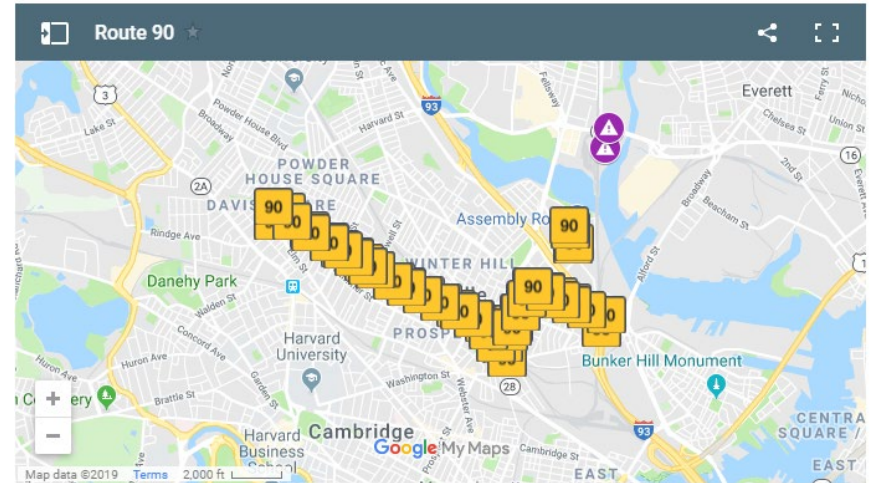
- [Route 90](#) service will no longer provide service beyond Assembly Row to Wellington Station.

## What You Can Expect

- If you take Route 90 to or from Wellington or Corporation Way after Bridge, transfer between the 90 and Orange Line at Assembly or Sullivan Square
- To or from any other stop, your service is more frequent

## Why We're Making This Change

- By shortening this route, we can provide more frequent and reliable service between Davis and Assembly Row.





# Route 95

## How This Route is Changing

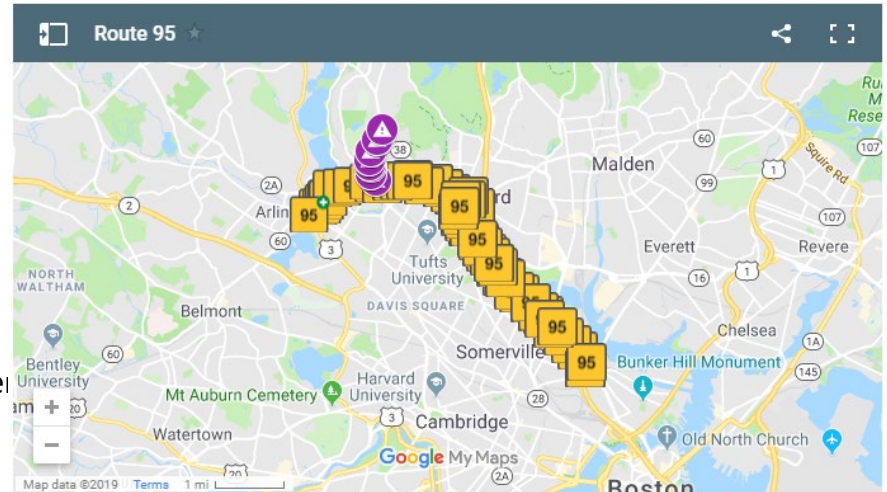
- We're extending service on [Route 95](#), with new stops on High St and Medford St, between Arlington Center and Medford. Buses will alternate between trips to West Medford and trips to Arlington.

## What You Can Expect

- To/from stops on Playstead Rd in Medford: Only every other bus will provide service through West Medford via Playstead Rd. The electronic signs on the front of buses stopping on Playstead Rd will say "95 W Medford". Walk to High St for Route 95 service. All outbound 95 trips will stop at High St @ Warren St, and all inbound 95 trips will stop at High St @ Canal St.
- To/from Any other stop on the route, your stop will not change, but check the schedule.
- **If you travel between Arlington Center and Medford, you have a new service option.** The electronic signs on the front of buses traveling to Arlington Center will say "95 Arlington Ctr"

## Why We're Making This Change

- By adding service between Arlington Center and Medford, we can provide more transit connections in the area.



# Multi-year Investments

- More operators

What do we get for:	~\$9-12M
Additional operators	~45 FTEs (off peak only)
Deployed to which routes	All Top 40 routes / corridors
Predicted impact (off peak only)	90% OTP (trip start) SDP frequency SDP span of service

Recommended

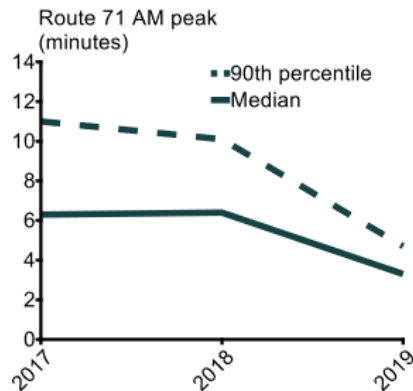
Highest Ridership Routes / Corridors Definition: >3,200 daily weekday riders						
Key Bus Routes (14)	1	28	66	111		
	15	32	71	116/117		
	22	39	73	*		
	23	57/57A*	77			
Silver Line (5)	SL1	SL3	SL5			
	SL2	SL4				
Local Routes w/ highest ridership (21)	7	31	47	88	104	441/442*
	9	34/34E*	70/70A*	89	109	
	16	35/36/37*	86	93	110	
	21	44	87	101	220/221/222*	

# Multi-year Investments

- Bus priority (bus lanes, TSP, etc.)

## Mt. Auburn (Cambridge)

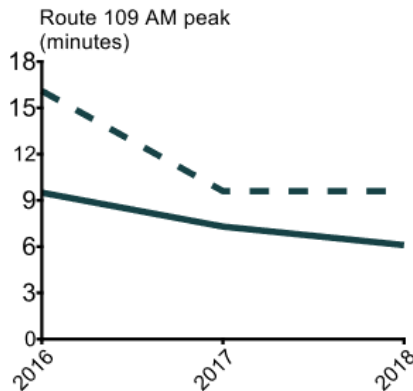
Routes 71 & 73



- Up to **5 minutes saved per trip** versus 2017
- **50% reduction** in variability versus 2017

## Broadway (Everett)

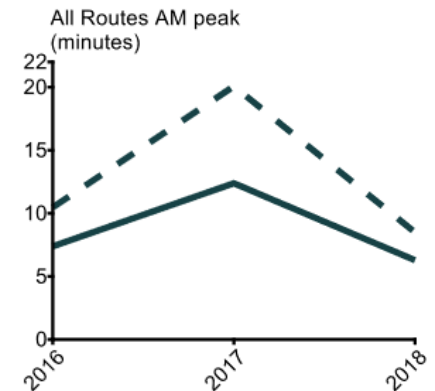
Routes 97, 104, 109, 110 & 112



- Up to **7 minutes saved per trip** versus 2016
- **40% reduction** in variability versus 2016

## Washington St. (Boston)

Routes 30, 34, 34E, 35, 36, 37, 40, 50, & 51



- Up to **2-3 minutes saved per trip** versus 2016
- **10% reduction** in variability versus 2016



# Multi-year Investments

## Pre-2019 Bus Lane Investments Include (minutes saved at 90<sup>th</sup> percentile):

- ❶ Boston: Essex/Washington St (Silver Line)\* (N/A)
- ❷ Boston: Washington St. (Roslindale)\* (2-3 min)
- ❸ Cambridge: South Mass Ave (under review)
- ❹ Cambridge: Mt. Auburn St. (5 min)
- ❺ Everett: Broadway (7 min)
- ❻ Somerville: Prospect St. (6-10 min)

## Completed since Jan. 1, 2019:

- ❷ Boston/MBTA: Sullivan Sq.\*
- ❸ Boston: Brighton Ave.\*

## Planned in 2019:

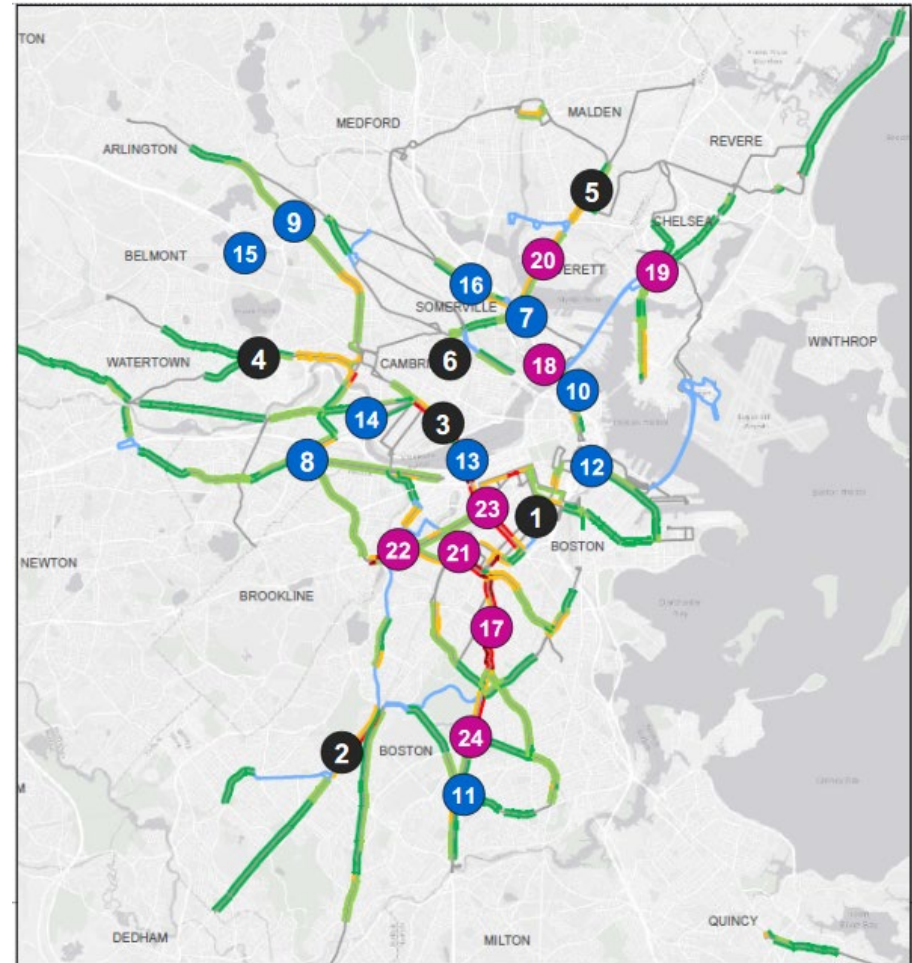
- ❹ Arlington: Mass Ave.\*
- ❺ Boston: N. Washington St.\*
- ❻ Boston/MassDOT: Morton St.\*
- ❼ Boston: Summer St.\*
- ❽ Boston/Cambridge/MassDOT/DCR: Mass Ave Bridge\*
- ❾ Boston/MassDOT/DCR: Soldiers Field Rd.\*
- ❿ Cambridge/MassDOT: Alewife access ramp\*
- ⓫ Somerville: Broadway

## In Planning for 2020+:

- ⓫ Boston: Warren St.
- ⓫ Boston: N. Washington Bridge
- ⓫ Chelsea: Broadway
- ⓫ Everett: Broadway (cont.)

## Other MBTA High Priority Corridors:

- ⓫ Boston: Tremont St.
- ⓫ Boston: Huntington Ave.
- ⓫ Boston: Mass Ave.
- ⓫ Boston: Blue Hill Ave.

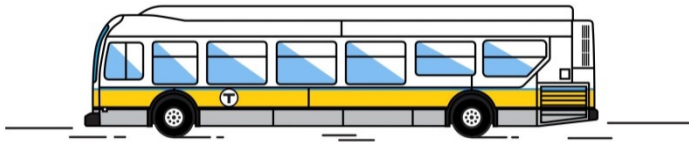


## Multi-year Investments

- Replace and expand our fleet

Facility	Year Built	Bus Count	Maint. Capacity*	% of Maint. Capacity	Storage Capacity	% Storage Capacity	Condition Rating
Albany Street	1941	116	35	333%	116	100%	2.7
Arborway	2004	118	52	226%	118	100%	3.1
Cabot	1975	180	104	172%	160	111%	2.8
Charlestown	1975	254	157	162%	310	82%	2.5
Everett Heavy Maintenance	1947	-	-	-	-	-	2.6
Fellsway	1925	76	52	146%	74	102%	2.4
Lynn	1936	89	87	102%	99	90%	2.7
North Cambridge	1979	28	35	80%	32	88%	3.2
Quincy	1930	86	70	124%	90	95%	2.4
Southampton	2002	104	76	137%	101	103%	3.6

# Bus Network Redesign



- A complete reassessment of the MBTA's bus network to respond to changing travel patterns in the region
- Using location based data to redesign the bus system
- New network implemented beginning in mid-2022



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# Why are we Doing This?

**The MBTA bus network carries 1/3 of our customers, but has not changed drastically since the mid-20th century.**

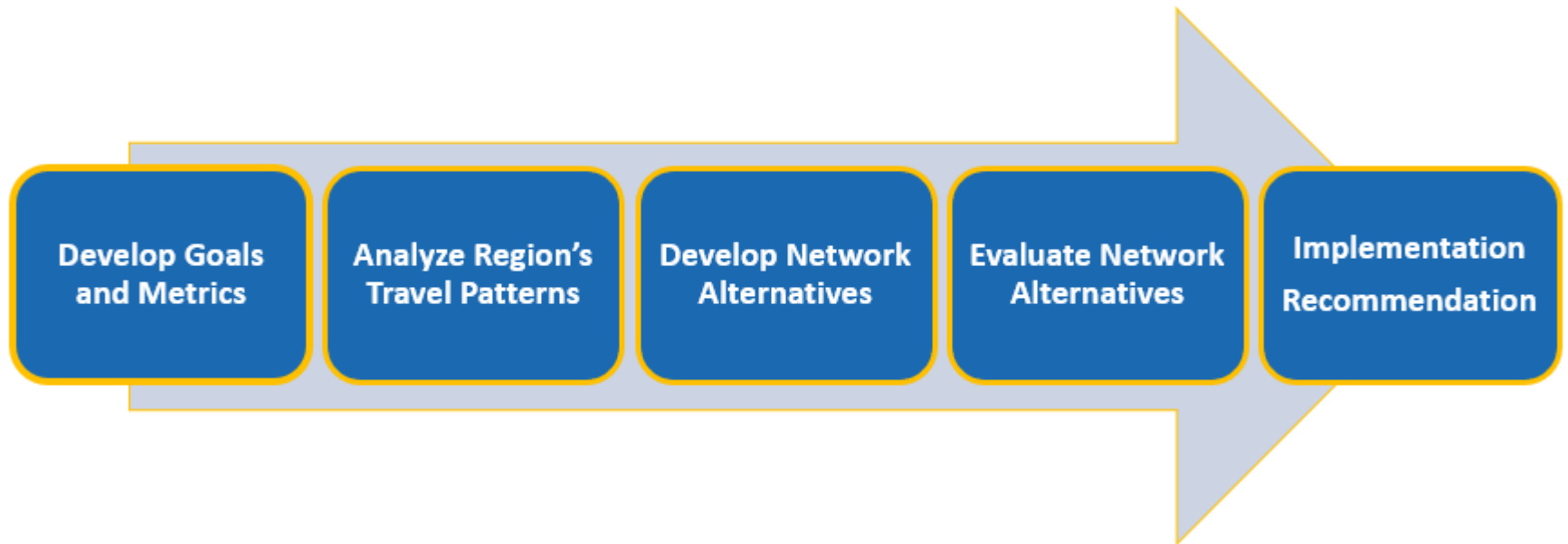
Since that time:

- Demographics have shifted
- New destinations have emerged and many communities have transformed
- Travel patterns have changed alongside new mobility options such as ridesharing and bike share
- Traffic congestion has increased
- Ridership has declined



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## Bus Network Redesign Process



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# Approach to Developing Metrics: Understanding Priorities for Different People

Through the last three years of engaging with stakeholders, we have identified the following factors of making transit a viable option:

- Trip time
- Frequency
- Cost
- Span of service
- Reliability
- Comfort
- Simplicity of Network
- Transfers
- First/Last Mile Connections; Coverage
- Communications

**Connectivity for whom and to what:**

**Existing riders**

- Riders that previously used the system but no longer do today
- Low income populations
- People with limited mobility

**Potential riders**

- People who do not use the system but could given proximity to MBTA
- People whose tripmaking patterns are not served by MBTA



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## Using Location-Based Data To Reimagine The Bus System

- To understand how people are moving across the region (approximately 20 million trips daily)
- Data are anonymized and cannot be linked to cell phone numbers or individuals
- Data come from a range of applications (multi-language, lifestyle, travel, news, etc.) where people have opted in for location-tracking and is representative of different demographic groups
- Data captures seasonal travel (12 months of travel data)
- Data are representative of different demographics (with some exceptions)

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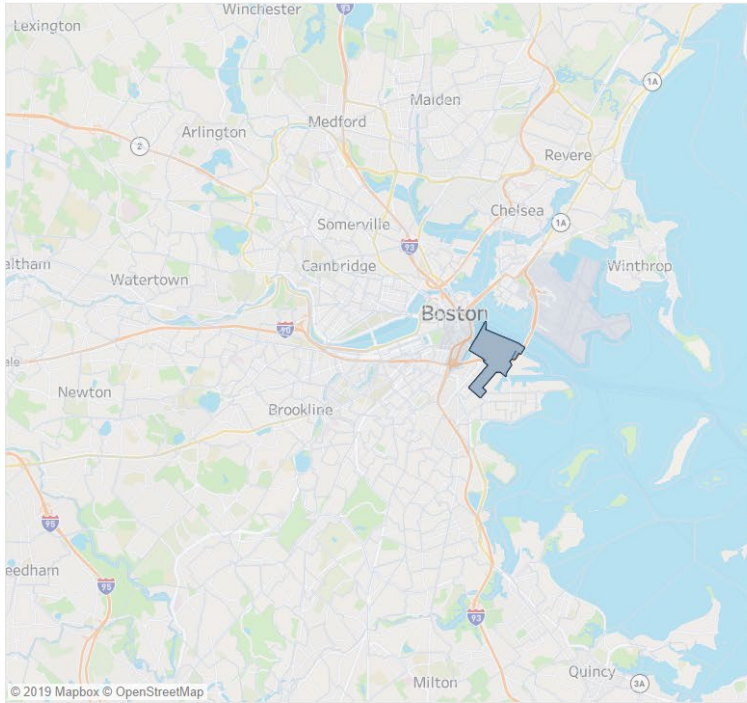
## Demographic Representation of Smartphone Users

	Smartphone (% of adults)
Total	81%
Men	84%
Women	79%
Ages 18-29	96%
30-49	92%
50-64	79%
65+	53%
White	82%
Black	80%
Hispanic	79%
Less than \$30,000	71%
\$30,000-\$49,999	78%
\$50,000-\$74,999	90%
\$75,000+	95%

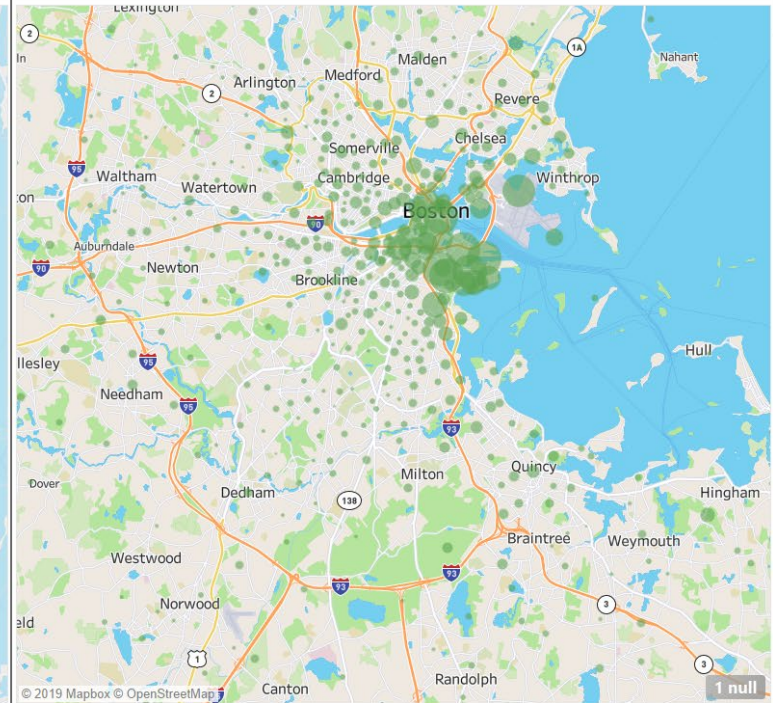
Source: Pew Research Center, 2019

# Example of Tripmaking from the Seaport

origins



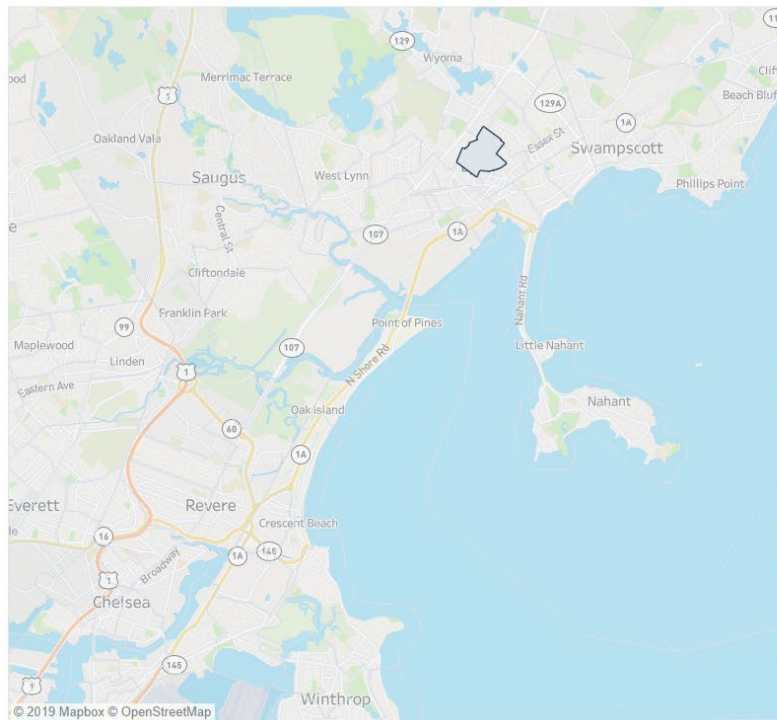
destinations



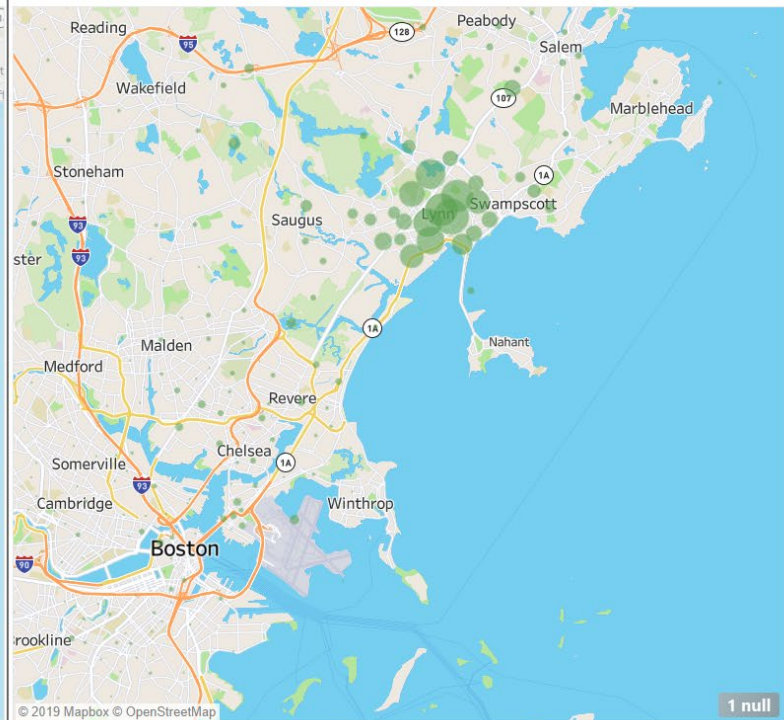


# Example of Tripmaking from Lynn

origins



destinations



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## Demonstration Projects

The FMCB asked project team to identify demonstration projects by end of 2019

Demonstration Projects will be identified in the following ways:

- Better Bus Project
- Origin-Destination dataset
- Submissions from online intake form **due September 6/October 4** (available on <https://www.mbta.com/policies/service-pilot-process>)

**Timeline:** Demonstration projects agreed to by FMCB in late 2019 would be on street in Summer 2020 rating. (Note: Some concepts may need to go into a design process before being implemented.)

# Next Steps

## Winter Service Change

- 19 or more routes

## Multi-year Investments

- More operators
- Bus priority (bus lanes, TSP, etc.)
- Replace and expand our fleet

## Network Redesign

- Demonstration project applications
- Continue Network Redesign analysis





# Discussion

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Q & A



**GREEN LINE EXTENSION PROJECT**  
**September 3, 2019 COMMUNITY WORKING GROUP MEETING – SUMMARY MINUTES**

LOCATION OF MEETING: GLX Project Office, 200 Inner Belt Rd, 3<sup>rd</sup> Floor, Somerville, MA 02143

DATE/TIME OF MEETING: September 3, 2019; 8:30 to 10:00 AM

**ATTENDANCE:**

CWG Members: Elliott Bradshaw (East Somerville), Andrew Reker (For City of Cambridge), Jim McGinnis (Union Square), Laurel Ruma (College Ave), Jim Silva (Medford Ball Square), Joseph Barr (Cambridge), Ryan Dunn (Magoun Sq.), Jim Silva (Medford) Jennifer Dorsen (Ball Square)

MassDOT/MBTA: Terry McCarthy – MBTA Deputy Program Manager of Stakeholder Engagement, Melissa Dullea (MBTA Bus Operations)

GLX Project Team: Martin Nee, Randy Henke

Other Attendees: Tim Dineen (VNA resident), Brad Rawson (City of Somerville), Melissa Dullea (MBTA Bus Operations), Matt Hartman (Senator Jehlen's Office).

**PURPOSE:** The GLX Community Working Group (CWG) was formed to help engage and foster communication with the communities along the GLX corridor by meeting with representative members (both residents and officials) of Cambridge, Somerville, and Medford.

**BACKGROUND:** The Green Line Extension (GLX) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project intent is to extend existing MBTA Green Line service from Lechmere Station through the northwest corridor communities of Cambridge, Somerville, and Medford. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

**PRESENTATION:**

Terry McCarthy opened the meeting and touched on the agenda. He also talked about the mechanical failure of a large drill rig on the afternoon of August 29<sup>th</sup> which caused the shutdown of the Lowell Commuter Rail Line during the evening rush. The shutdown was done out of an abundance of caution and did not involve the rig falling onto the tracks as reported by various prominent news outlets. The reason for the shutdown was because the rig was considered unstable in its upright position in close proximity to the tracks. The machine was removed in time for the morning rush.

GLXC was not present at the meeting due to a competing "All Hands" meeting.

Terry went on to explain that the project is still considered to be on-schedule. An announcement to the effect that the project is beginning to see "pressure" on the schedule should not be construed to mean that potential delays are not recoverable. Schedule recovery efforts are underway in certain areas to offset pressure and the project will continue to announce progress.

Weekend commuter rail outages will play a big role in advancing schedule recovery efforts. There are 50 weekend shutdowns planned over the life of the project and the contractor is expected to take advantage of them to speed construction and make up for any lost time in certain areas. Terry also mentioned, the contractor is exposed to major fines if they do not meet ultimate schedule requirements. These fines are high as \$70,000 per day. Jim McGinnis, also mentioned the prime contract for the project was based on a “guaranteed not to exceed” price, meaning if the contractor cannot perform on-time, the agreed upon price for the taxpayer does not necessarily go up. Jim would like see this message stressed more as schedule discussions play out.

Discussion ensued about the possibility of rerouting freight at night and taking advantage of night work to keep the project on-schedule. There was also detailed discussion on the day-to-day work schedule decisions that are made which are not always easy to predict. In order to provide more clarity on what to expect, Jennifer Dorsen stated she would like to see a general chronology of how various components of the project (e.g., stations) will be built without necessarily tying the activities to dates.

The GLX team agreed to work on a chronology of events which people will begin to see in each area.

The discussion turned to train horns at night. Residents claim horn noise has escalated in recent weeks. The project agreed nighttime activity is driving horn noise in certain areas, however, much of this unavoidable and is tied to federal and state safety regulations. Various pockets of construction activity in the vicinity of Broadway Bridge, Richdale Ave, and the area north of College Ave have been driving noise complaints. The GLX team explained that Jeff Wagner has been diligently responding to and mitigating complaints at the door-to-door level. Aggressive door step leafletting has been taking place in these areas.

Terry McCarthy proceeded to present a detailed construction update on PowerPoint. His slides included:

- Commuter and bus traffic routing due to the upcoming demolition of the Lechmere Viaduct in spring of 2020
- Foundation work at Vehicle Maintenance Facility in the Inner Belt Road area.
- Noise and retaining wall outreach from Brickbottom in East Somerville to Burget Avenue in Medford
- A general construction schedule by activities
- A general construction schedule for stations
- Key construction activities through 2019
- Broadway Bridge, Washington Street Bridge, and Medford Street Bridge updates abutment schedule
- School Street Bridge update
- Utility relocation work
- Concrete placement and aerial steel near the future Lechmere Station
- The GLX Community Connections Team donation of more than \$1,000 worth of school supplies to Medford Family Network



Melissa Dullea followed Terry's update with a comprehensive overview of the Better Bus Project as it affects Somerville, Cambridge, and Medford. Near-term changes have affected 29 routes, including several in the GLX affected area. These include bus numbers 89, 90, and 95. Another round of changes will begin this winter to improve efficiencies the vast numbers of riders. A major goal of the program is to create shorter waiting and trip times by eliminating very low-use stops.

Discussion ensued as the details of each route but the group was enthusiastic about the prospects of the Better Bus Project as it relates to local neighborhoods.

Brad Rawson provided an update on the City of Somerville initiative to be the "first in the region" to have bi-directional, 24/7 bus lanes from Main Street to McGrath Highway serving previously underserved, environmental justice populations. Traffic signals have been coordinated carefully to promote efficiency.

Jim McGinnis mentioned the GLX project had good information on the website regarding construction updates. He felt it was an excellent resource for residents trying to find out what is going on and it is the right level of detail for impacted neighborhoods.

The next GLX General Public Meeting will be in November. Details to follow.

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Next Community Working Group meeting October 1, 2019 at GLX Project Office at 200 Inner Belt Rd in Somerville.